

1. We understand that the project needs to be completed within a three-month timeframe. What is driving the schedule? *The schedule is being driven by the need to improve the data being used to score projects under the Strategic Transportation Investments Law. Any changes to the scoring criteria need to be discussed with a Workgroup of transportation professionals who will make recommendations to the NCDOT (Department) Board of Transportation. Furthermore, any changes may require changes to the IT scoring model which may take several months to implement. For example, could this review influence the draft revision to the State Transportation Improvement Program due in January? This review will not influence the draft revision to the STIP due in January.*
2. Does every key individual and firm need to have four references or would four references for the entire team suffice? *Four references for the team will suffice.*
3. "All four [references] must have had experience with projects for which members of the proposed study team have participated, including the designated project manager." *Does this mean that the designated project manager must have at least four references? It means the designated project manager must have had the needed experience.*
4. What is the expected involvement of the P4.0 Workgroup in the review? *The P4.0 Workgroup will review the work products, and could recommend to the Department additional work tasks/items be undertaken. The Department will make the final decision on whether additional work items will be undertaken or revisions needed.*
5. Is this study focused on an empirical analysis of the existing prioritization process or is there an interest in exploring new metrics (and perhaps changing the existing prioritization process)? *The study is primarily focused on the existing and/or potentially new metrics. However we are open to recommendations on how to improve the process as well, as long it is within the constraints of the law.*
6. The term "strict statistical analysis" in the RFP is not a standard one. Can you elaborate on what it means? *This term is meant to refer to commonly accepted statistical analytical methods which can be easily understood by the transportation professionals who may or may not have statistical analytical backgrounds.*
7. What level of budget detail is required? Do hourly rates suffice, or is a fully detailed budget necessary? *Hourly rates will suffice.*
8. Related to Question #2 above, what dollar amount should be reflected in the RS-2 forms for the prime and subcontractors? *The contract amount has not been determined at this time. Please show percentages of anticipated work for the prime and each subcontractor.*

9. Can you describe the data sources that feed the current model(s)?

Data comes from multiple sources, including several user entered inputs, GIS data (traffic volumes, pavement data, parcel data, etc), as well as from third party applications such as TREDIS

10. Are there logical dependencies between construction projects the model(s) must take into consideration?

Construction projects are funded using the outputs of the prioritization process

11. What statistical software tool(s), if any, has (have) been leveraged for the development and implementation of the models?

No statistical analysis tools have been used in the scoring. Excel, SPOT Online (web-based GIS application for scoring), and TREDIS have been used to calculate scores